

The Great Street Car Strike.

Organized Labor vs. Bayonet
Backed Capital.

BROOKLYN, Jan. 23.—Maj. Abrams, in command of two companies of the Seventh Regiment, at 8 o'clock this morning closed all saloons near Ridgewood. He stationed pickets at the door of each, with orders not to allow any one to pass in or out. A large number of men were practically imprisoned. Maj. Abrams said he would keep them closed all day. He also closed the hall in Palmetto street, where the strikers gather. There were 300 men in the place at the time, and they clamored to get out. Finally a messenger was dispatched to the office of Baldwin Straus, a lawyer in Fulton Street, and an hour later he appeared before Justice Gaynor in the Supreme Court, asking for a writ of habeas corpus compelling Brig. Gen. McLeer to produce the imprisoned strikers in court at 4 o'clock.

When McLeer was served with the writ of habeas corpus he sent word to Col. Appleton to release the men who were penned in the hall, and when the lawyers entered court to argue the matter the men were at liberty and were not produced in court.

Frederick Leoser & Co., dry goods merchants on Fulton Street, suspended 500 clerks to-day, so they announce, until the strike is over.

Adjutant General McAlpin, Judge Advocate General Wallace and Military Secretary Marvin of the Governor's staff called upon Mayor Schieren this afternoon and had a brief interview with him. The Mayor subsequently said that there was no necessity of calling out more troops. More than 200 special policemen have been sworn in during the past two days as a supplementary force to the regularly appointed police. Preparations were made to open the Hicks Street line of the Atlantic Avenue system shortly after noon. The Thirtieth Regiment, Colonel Austin in command, with Majors Cochrane and Luscomb in charge of the two battalions, had been on duty on Fifth Avenue on Twenty-third Street and at Ninth Avenue and Twentieth Street, respectively. They were ordered to protect the route of the Hicks Street cars. This regiment is one which saw service in the Buffalo riots and it will stand no nonsense. The first car was started from the Butler Street stables at 2.26 p. m. It was car No 156. On the front platform was a special policeman, and on the rear Officer Seward was on duty. Colonel Austen deployed his men over several blocks in the neighborhood where he anticipated trouble. The Second battalion got a hot reception in the region about Hicks street and Harrison Streets. Stones, bottles and other missiles were thrown at them from windows. They were taunted and ridiculed by people who stood on the door steps, and in at least one instance a revolver was pointed at them from a window. The first car itself was not attacked, at least so its occupants say.

The militia men themselves were the targets. Finally they ordered that all windows be closed and the sidewalks and doorways cleared. The people in the mob did not obey. There was the crack of a rifle, and a piece of brownstone was chipped from a house front at the side of a window. The window was closed. People across the way leaned out over the heads of the troops and threw things. "Crack!" spoke the guns, and bullets whizzed past several heads. The police rushed into the house at 419 Hicks street and arrested Jacob Quinlan for throwing lumps of coal at Private William Cole, of Company I.

At 439 Hicks street they arrested John Meade, who pointed a loaded revolver out of a window at Corporal Platt of Company I. Just beyond this house, over Pollard's saloon, No. 444 Hicks street, a man was seen on the roof. The order was given "stand back there!" Almost simultaneously, several shots were fired and the man dropped. He was a roofer by the name of Thomas Carney. A bullet entered his right thigh, passed upward through the groin and abdomen. He was removed to the Long Island College Hospital and the coroner sent for to take his ante-mortem statement.

There were in all about forty shots. Carney was the only man shot. The car proceeded without interruption after that.

Judge Gaynor in Supreme Court special term, heard arguments at 11 o'clock to-day by Delos McCurdy, of New York, and M. L. Towns of Brooklyn, in the supplication of Joseph Loader and Company, a Fulton street merchant, on an order to show cause why a writ of mandamus should not issue against the Brooklyn Heights Railroad to compel them to operate their lines.

Judge Gaynor said the differences between the companies and the men were so slight he thought they should be easily adjusted, and would hardly justify the court interfering. The decision is reserved.

Early in the day Troop A, New York city well cavalrymen, charged with drawn sabers to disperse a mob which was stoning a gang of non-union workmen repairing tracks.

The linemen and electrical workmen, after much deliberation, decided to strike out of sympathy for the conductors and motormen. Their action will increase the troubles of the pre-

dicts of the trolley line.

Presidents Lewis, Norton and Wickler, of the three systems affected, declare that the strike is practically won by them now that they have shown that they can operate their lines. They propose to open the new lines to-morrow, and predict a complete restoration of traffic in a few days. The strikers made a proposition to the presidents to-day, offering to leave all matters in dispute to the arbitration of William J. Richardson, a director in the Atlantic Avenue Railroad Company and a son of the late Deacon Richardson. The presidents once more positively refused overtures of arbitration or to treat with the strikers' organization.

The strikers were paid off to-day by the executive committee. The married men were paid \$10 per week, and the single \$7. The strike fund has been growing daily, and a considerable sum is now on hand.

The troops found their task easier to-day than heretofore.

Judge Gaynor Gives Heart
to the Trolley Car Men.

BROOKLYN, Jan. 24.—The eleventh day of the trolley road strike in this city was unmarked by any scene of great violence. Crowds at various points were easily dispersed. In only one instance were the soldiers compelled to resort to a bayonet charge. The beginning of the end of the strike, it is thought, was reached to-day. The strikers played their last card yesterday in ordering out the electrical workmen on all the lines affected.

Wholesale wire cutting took place during the night and many of the linemen obeyed the order to quit work. This gave the companies more trouble. Several lines which have been operated for several days were tied up for a time in the early morning. They were started after repairs had been made by new men and by those who refused to go out. The companies started new lines to-day, and while normal traffic is not yet restored, yet cars are operated on all the main arteries of travel. Smaller branches to outlying districts and cross town lines are still idle.

There were 237 cars in operation on the various lines not completely tied up to-day. The normal number on these lines is 567, more than twice the number in use. Altogether, there were seventeen lines in working order, thirty-one less than the usual number. The forty-eight roads combined have a total of about 1,300 cars.

Greenpoint saw its first car for ten days and its protesting citizens, who yesterday demanded the forfeiture of charters, were somewhat mollified.

Law and order is not yet completely established, even though cars are able to run with some degree of safety to their occupants. It is definitely decided, however, that no more troops are needed and the troops now here are expected to restore order.

The man, Thomas Carney, who was shot in the battle of Hicks street yesterday afternoon, died at 2.45 a. m., to-day. His was the second death from the bullets from the soldiers. Whatever criticism the militia receive they should at least be given credit for great forbearance during the trying experiences of the past five days. They have been subjected to every kind of abuse and ill-treatment. They have been compelled several times to fire volleys over the heads of the riotous assemblages and to protect themselves from attacks from the shelter of house tops and windows by rattling bullets against the blinds and corners of the houses when their commands to close all windows and stand back have been met by derision, abuse and more missiles. In two instances only, have the troops fired directly at the people.

The most important development in the strike situation to-day was the decision of Judge Gaynor, in which he ordered a writ against the Brooklyn Heights Company. The decision is quite a lengthy one and discusses the rights of the people, the company and the strikers in the matter with great care. His conclusion is that the company must run its full complement of cars or forfeit. He declares the company has no legal right to stop traffic for even an hour.

"In respect to the question of hours and wages between the company and its employees, its duty was to have gone on, and now is to go on with its full complement of employees, having the right gradually and from day to day to supersede its employees if it can by new employees, who will work on its terms, or to supersede them all at once when it has obtained a sufficient number of new employees for that purpose; but in such a controversy, it has not the right to stop its cars while it is thus gradually getting other men. If the people of the State were running these roads, they would not thus inconvenience and damage themselves; and it must not be forgotten that this corporation is instructed with the running of these roads as the servants of the people of the State."

"Each party has that right to obtain the best terms it can; and, as was said in the freight handlers case, if the company cannot get men at a price it thinks fair, it is bound to get them at a price it may deem exorbitant, because its duty is to run its roads for each side will be heard

at 10 o'clock to-morrow as to what form of writ, peremptory or alternative, shall be issued.

Judge Gaynor's decision, seems to have infused a new spirit into the leaders of the strike, who declare they are now as determined as ever in their struggles and believe they will be successful, but are willing, as they have been from the beginning, to submit the question at issue to arbitration.

The wire cutting last night was more extensive than any time since the strike began. The wires on some of the lines were so badly mutilated that a large force of men and many hours work were necessary to put them in working order. The wires of the Troy Avenue line were cut in several places. On the Third Avenue line whole sections of the overhead wires were cut out during the night. From Sixtieth to Sixty-fifth streets not a vestige of an overhead wire in this line was left. The feed wire at this point was also cut. On the Ninth Avenue line the supply wire was cut for several blocks. At Seventh Avenue and Sixteenth Street, near the old stable of the Ninth Avenue line, a whole section of wire was ripped out and the ends of the wire grounded. At Twentieth Street and Seventh Avenue the cross section on the curve at that point was cut out. On the Fifteenth Street line the wires have been cut nearly along the line. It took many hours to repair the many breaks because the companies had so few linemen at work and cars on the lines affected did not run until some time afternoon.

In a lengthy typewritten statement, President Norton of the Atlantic Railroad Company, reviews the strike and its cause, from the companies' stand point. Among other things, it cites that had the demands of the men been acceded to, it would have decreased the present profits of the company by \$500,000 per year. In the interest of the stockholders, he says, he refused the demands. He also gives his reasons for his refusal to entertain the proposition of the men to arbitrate. His main reason for the refusal was that, so far as the lines of the companies which he represented were concerned, the strike was practically over and it would only be a matter of a few days when the cars on all the lines would be running as regularly as they were before the strike began.

President Lewis, of the Brooklyn Heights Company, made a similar statement saying that the company had plenty of men, but notwithstanding this statement, the advertisement for additional men appears in all the morning papers.

The first car over the Greenpoint line was started this morning. When the car reached a point on Franklin street, between Greene and Fremont, a big crowd that had gathered there attacked the car with stones. Nearly every window in the car was broken. A detachment of police dispersed the men and the car resumed its journey. When the city hall was reached, it was decided to go no further. The cross town line of the Brooklyn Heights was also started up today. Fifteen cars were started up without trouble. These lines have been completely tied ever since the strike was inaugurated.

Sixty cars were running on the Gates Avenue and Myrtle Avenue lines, thirty on each.

The officials of the Brunswick and Union street lines did not attempt to start cars today. Everything was reported to be quiet at Ridgewood this morning.

At Gates Avenue and Central Avenue, a car of the Gates Avenue line was stopped by obstructions at 11 o'clock this morning. The handles of the motor boxes were removed, and strikers tried to induce the motorman and conductor to desert without success. The strikers were dispersed by the police.

Hicks street, the scene of yesterday's fatal shooting, presented a peaceful and quiet aspect this morning. The Thirtieth Regiment, which did the shooting yesterday, is still on guard in that neighborhood and is stationed along Hicks street for a mile or more. The windows along the street were kept tightly closed, and no more trouble is apprehended in this vicinity. The soldiers this morning received orders to do no shooting, unless positively necessary. Colonel Austen, commandant of the Thirtieth, instructed his men today to arrest persons refusing to obey commands instead of firing on them. The soldiers were also informed that the street was practically under martial law and soldiers had power to enter houses and arrest any one disturbing the peace.

The running of cars on Hicks street began this morning at 7 o'clock. Four cars were kept on the line during the day, but no disturbances occurred. Some of the people along the line were very bitter against the soldiers for shooting, as they claim, recklessly yesterday. The soldiers claim they fired no shots until they were themselves fired upon.

A crowd of about 700 strikers gathered at the old car barn on Third Avenue and Twenty-third Street at 11 o'clock this morning. There were but few soldiers at this point and the crowd worked its way nearly to the depot. They were ordered to scatter, and threw several stones at the guard. The militia formed in line and drove the crowd back at the point of the bayonet. On the

return of the guard, the crowd again pressed forward and the police charged them and arrested three of them. The crowd further resisted the police, but were finally dispersed.

At 3.15 p. m. the wires were short circuited and burned out for sixty feet on Broadway, between Chaucer street and Sumner street. A detachment of troops quickly dispersed the crowd, fifteen cars were blocked until 3.30, when the lines were repaired.

At 3.30 p. m. the strikers cut the wires on Fulton Street between Hopkinson and Rockaway Avenues. Mounted police quickly appeared and the wire cutters fled. No arrests were made in either case. The wires are sagged and cut from Saratoga to Hopkinson Avenue on Fulton Street. No troops are stationed at this point. An occasional mounted policeman arrived, but the wire cutters disappeared.

At 3.45 p. m. troops arrived at the scene of wire cutting at Sackman Street. From that point to Rockaway Avenue ash barrels and heaps of ashes covered the tracks. There were no crowds in sight and no arrests were made.

President Norton of the North Atlantic Avenue Railroad Company, and President Partridge of the DeKalb Avenue line, were examined before the grand jury to-day as to the management of the roads, the speed of cars and the hours of labor. President Lewis is to be called next in regard to the collision of trolley cars on the night of January 1. In this accident several people were injured. The collision was between cars of the Franklin Avenue and Fulton Street lines. The cars were going at high speed. The presidents of the two companies were asked about this, and it is rumored that a general inquiry into the operations by the trolley companies is being made by the grand jury.

Representatives of all the linemen of the street railroads, of the elevated roads in Brooklyn and of the Metropolitan Traction Company of New York met in conference with the executive committee of District Assembly No. 75 in Mugs Hall this afternoon. Representatives of street car organizations in Baltimore, Philadelphia, Newark, Jersey City, Hoboken, Elizabeth, Albany, Rochester, Syracuse and other cities were present. Dan Murphy, president of Typographical Union No. 6, of New York, was also present.

Judge Gaynor's decision was the principal topic of discussion and the speakers expressed confidence of ultimate success. The president of Typographical Union No. 6, of New York, promised that financial aid would be given to continue the fight on legitimate lines.

Three lines which have been in operation for several days—the Seventh Avenue, the Ninth Avenue and the Fifteenth Street lines—were tied up to-day. This was the result of the linemen's strike, which was ordered last night. The wires on these lines found to be cut this morning and the linemen refused to repair them. The places of the men were not filled during the day and the roads could not be operated. The cutting was done in a thoroughly scientific manner and indicated a greater knowledge of electrical affairs than possessed by the uninitiated. Several attempts were made at the car houses to start cars, but the cars did not get more than two or three blocks away.

None of the lines attempted to run cars late at night. The Hicks Street line shut down about 4 p. m. and the Thirtieth Regiment returned to their armory for the night. The cross-town line stopped before dark. The cars on Broadway, Gates Avenue, Myrtle Avenue and Flushing Avenue stopped about 7 o'clock. The last lines operated were the Court Street, the Fulton Avenue and the Flatbush lines. They stopped at 9 o'clock. The companies apparently did not care to invite trouble by operating at night. The militia and the police advised against operating after dark.

President Lewis, when asked if cars would be run late, replied, that he saw no reason why he should run cars as the public are afraid to ride in them after dark. The stoppage of cars resulted in a cessation of the petty disturbances which prevailed throughout the day.

Maine's oldest fisherman, Uncle Tim Dyer, died at Portland a few days ago at the age of 92 years. He worked at the nets almost up to the day of his death, and less than a year ago captured single-handed a halibut weighing 332 pounds.

New York turfmen who have expressed an opinion on the subject, think it a very extraordinary proceeding for Mr. Richard Croker to send his string of racing horses to England for the season. They estimate that the expenses of the season will be not less than \$140,000, and say Mr. Croker cannot make that much from purses and winnings in the betting ring. Nevertheless, the ex-Tammany leader will make the season in England. Where he got the money with which to do such a thing is a question the New York papers are asking.

If cotton producers need an object lesson to teach them that a small crop may be worth almost, if not quite as much, in round numbers as a big one, they have only to refer to the corn crops of 1889 and 1894. In 1889 the crop was 2,112,892,000 bushels, and the aggregate farm value of it was \$597,918,000. Last year the crop was 1,212,770,000 bushels, and the aggregate farm value was \$554,719,000. The crop of 1889 was 900,000,000 bushels larger, yet it was worth only \$32,000,000 more than that of 1893.

New Military Law.

The Act of the Last Legislature
in Regard to the
Soldiers.

The following act in reference to the re-organization of the militia of the state was passed at the recent session of the legislature.

Section 1. That the organized militia of the state shall be distributed among the several counties of the state as nearly equal as possible, and shall be recruited by volunteer enlistments.

Sec. 2. The commander-in-chief may transfer, consolidate, muster out, disband and make such other changes in the organization of the state militia, from time to time, as the best interest of the service may require. Enlistments in the militia shall be for two years, re-enlistments after two years service for one or more years, and will be made by signing enlistment papers prescribed by the adjutant and inspector-general, and by taking the following oath or affirmation, which may be administered by any commissioned officer, to wit: "You do solemnly swear (or affirm) that you will bear true allegiance to the United States and the State of South Carolina, and that you will support the Constitution thereof; that you will serve the State of South Carolina faithfully in its military service for the term of two years, unless sooner discharged or you cease to be a citizen thereof; that you will obey the orders of the commander-in-chief, and such officers as may be placed over you, and the laws governing the military forces of the State of South Carolina; so help you God."

Sec. 3. Every member of the enrolled militia ordered out who does not appear at the time and place designated by the commander-in-chief, or his superior officer, or who does not produce a sworn certificate of physical disability from a physician in good standing to so appear, or excuse for unavoidable absence, shall be taken to be a deserter, and dealt with as prescribed by the militia laws of the State.

Sec. 4. The commander-in-chief, the adjutant general and a major general are hereby authorized to make such rules and regulations from time to time as they may deem expedient, and when promulgated shall have full force and effect as the militia laws of the State. But the rules and regulations in force at the time of the passage of this chapter shall remain in force until new rules and regulations are approved and promulgated.

Sec. 5. The following sum is appropriated for the purpose of assisting companies composing the active militia to maintain their organization: ten thousand dollars, to be distributed by the governor and the adjutant and inspector-general and three other military officers of the state, who are to be appointed by the governor, as they may think best for the interest of the militia of the state, to be paid on the order of the adjutant and inspector-general on the warrant of the comptroller-general.

All acts or parts of acts inconsistent with this act are hereby repealed.

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and dyspepsia 25 years, but since I have been taking Hood's Sarsaparilla my side is better, and I also have a good appetite. My complexion is also much improved. We have only taken four bottles, and are well pleased with it." Mr. and Mrs. JAMES COE, (Centerville, Wisconsin). Hood's Pills are prompt and efficient, yet easy in action. Sold by all druggists. 25c.

Harper's Magazine
IN 1895.

The *Simpleton*, a new novel by Thomas Hardy, will be begun in the December Number, 1894, and continued to November 1895. Who ever may be one's favorite among English novelists, it will be conceded by all critics that Thomas Hardy stands foremost as a master artist in fiction, and *The Simpleton* may be expected to arouse enthusiasm and interest in degree to that which has marked *Trilby*—the most successful story of the year. Another leading feature will be the *Personal Recollections of Joan of Arc*, by the *Sieur Louis de Conte*. Her Page and Secretary, under which guise the most popular of living American magazine writers will present the story of the *Mad of Orleans*. In the January Number will appear a profusely illustrated paper on Charleston and the Carolinas, the first of a series of Southern Papers.

Northern Africa is attracting more attention than at any other time since it was the seat of empires. The next volume of HARPER'S MAGAZINE will contain four illustrated articles on this region, and three of them will depict the present life there. Julian Ralph will prepare for the MAGAZINE a series of eight stories, depicting typical phases of Chinese Life and Manners. Besides the long stories, there will begin in the January Number the first chapter of *A Three-Part Novelleto*, by Richard Harding Davis—the longest work yet attempted by this writer. Complete short stories by popular writers will continue to be a feature of the MAGAZINE.

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IN 1895.

Elegant and exclusive designs for Out-door and In-door Toilettes, drawn from Worth models by Sandoz and Chapis, are an important feature. These appear every week, accompanied by minute description and details. Our Paris Letter, by Katharine de Forest, is a weekly transcript of the latest styles and caprices in the mode. Under the head of New York Fashion, plain directions and full particulars are given as to shapes, fabrics, trimmings, and accessories of the costumes of well-dressed women. Children's Clothing receives practical attention. A fortnight Pattern sheet Supplement enables readers to cut and make their own gowns. The woman who takes HARPER'S BAZAR is prepared for every occasion in life, ceremonious or informal, where beautiful dress is requisite.

An American Serial, Doctor Warrick's Daughters by Rebecca Harding Davis, a strong novel of American life, partly laid in Pennsylvania and partly in the far South, will occupy the last half of the year.

My Lady Nobody, an intensely exciting novel by Maarten Maartens, author of "God's Fool," "The Greater Glory," etc., will begin the year.

Essays and Social Chats. To this department Spectator will contribute her charming papers on "What We are Doing" in New York society.

Answers to Correspondents. Questions receive the personal attention of the editor, and are answered at the earliest possible date after their receipt.

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The manner in which, during 1894, it has treated the Chicago Railway Strikes and the China-Japanese War, and the amount of light it was able to throw on Korea the instant attention was directed to that little-known country, are examples of its almost boundless resources. Julian Ralph, the distinguished writer and correspondent, has been sent to the seat of war, and there joined by C. D. Weldon, the well-known American artist, now for many years resident in Japan, who has been engaged to co-operate with Mr. Ralph in sending to HARPER'S WEEKLY exclusive information and illustration.

During 1895 every vital question will be discussed with vigor and without prejudice in the editorial columns, and also in special articles by the highest authorities in each department. Portraits of the men and women who are making history, and powerful and caustic political cartoons, will continue to be characteristic features. This Busy World, with its keen and kindly comment on the lesser doings of the day, will remain a regular department.

Fiction. There will be two powerful serials, both handsomely illustrated—The Red Cockade, a stirring romance of olden days by Stanley J. Weyman, and a novel of New York, entitled *The Son of His Father*, by Brander Matthews—several novelletoes, and many short stories by popular writers.

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